

BookletChartTM

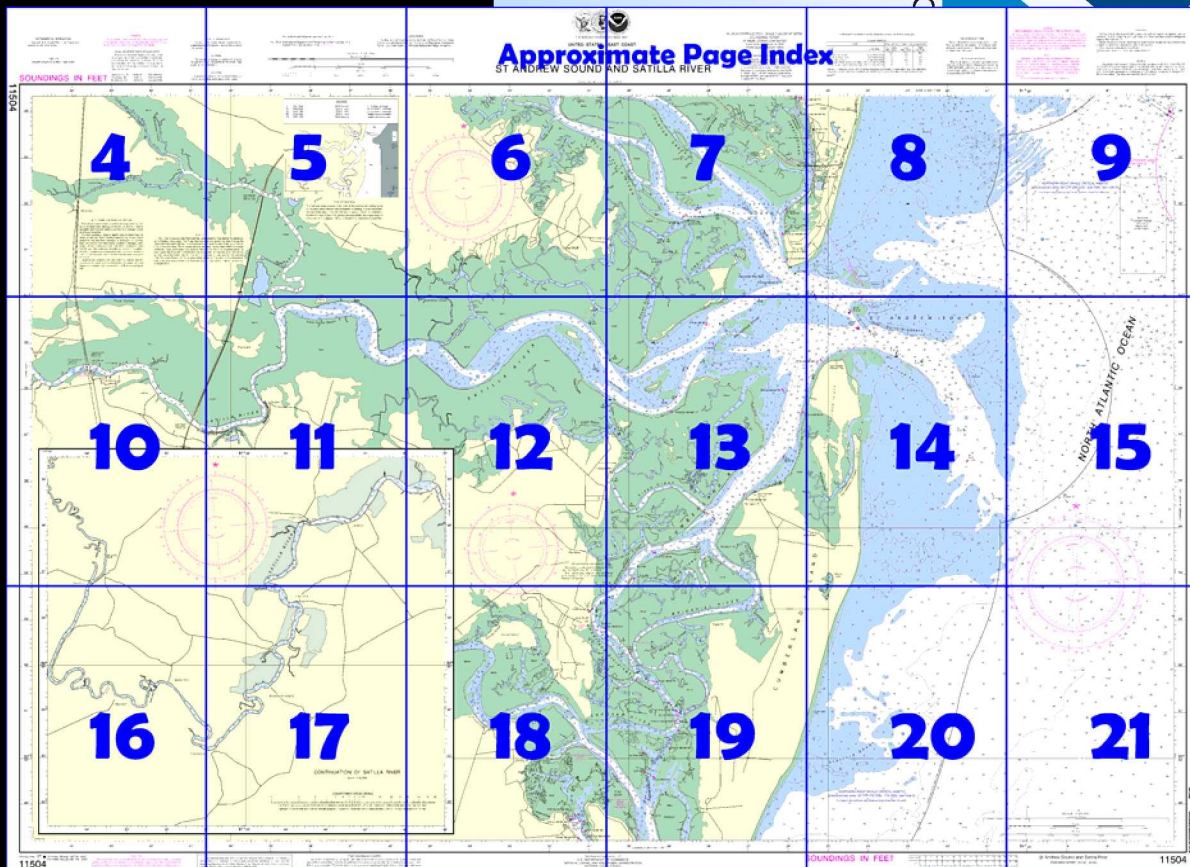
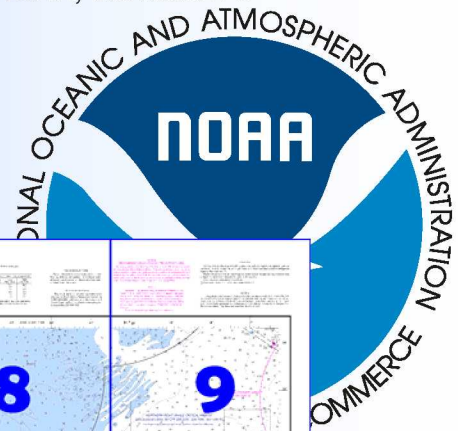
St Andrew Sound and Satilla River

(NOAA Chart 11504)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

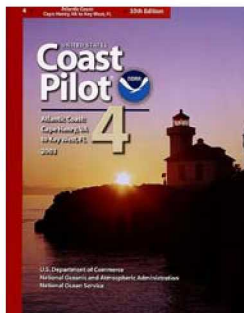
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 8 excerpts]

(161) **Jekyll Island** is a State Park; several large park buildings, formerly private homes, are on the west side of the island, and on the east side are large motels and recreational buildings, bath houses, and the large prominent Aquarama (a large indoor swimming pool and auditorium). Several fishhavens are within 13 miles east and southeast of Jekyll Island. Shoals extend 3 to 5 miles offshore.

(163) **St. Andrew.**

(165) The entrance to the sound is over a shifting bar that extends 5 miles offshore. Vessels should stay in 5 fathoms or more until the outer buoy is sighted. The channel into the sound is marked by buoys. Vessels with a draft of 10 feet should have little difficulty entering the sound. The depth was 12 feet in the buoyed entrance channel. The entrance is used only by local shrimp boats.

(166) sunken wreck was reported 1.9 miles east of the abandoned lighthouse in about 30°58'32"N., 81°22'37"W.

(167) In the sound are extensive shoals, between which channels lead to the principal tributaries: Jekyll Sound on the north, Satilla River on the west, and Cumberland River on the south.

(168) The current velocity is about 2 knots in the entrance.

(169) The best anchorage in the sound is in the channel on the western side of Little Cumberland Island. The anchorage has depths of 17 to 27 feet with good holding ground. Good anchorage is also found in the entrance of Jekyll Point.

(172) Good anchorage is found in the entrance to **Jekyll Sound** westward of Jekyll Point. **Jekyll Creek**. Its northern part connects with **Brunswick River**. **Jointer Creek** is crooked and has several narrow branches, all of which except Cedar Creek are blocked by the Jekyll Island Highway. A small boat can navigate from Brunswick River to Jekyll Sound by way of Cedar and Jointer Creeks, or through Turtle River, South Brunswick River, Fancy Bluff Creek, and Little Satilla River.

(173) **Little Satilla River** with local knowledge about 10 feet could be taken from the entrance to Fancy Bluff Creek. Small craft going to landings on the river enter from South Brunswick River through Fancy Bluff Creek.

(174) **Satilla River**; shoaling to 1 foot was reported just below the bend 9 miles above the entrance. Shrimp boats going to **Woodbine** use **Bailey Cut**, which was reported to have a depth of 4 feet at its eastern entrance. Route 17 bridge at Woodbine has a clearance of 43 feet. The Seaboard System Railroad bridge adjacent to the westward has a clearance of 5 feet. Traffic in the area consists mainly of sand tows and shrimp fishermen. A boatyard and shrimp dock on the south bank 0.4 mile east of the highway bridge has a marine railway that can haul out craft up to 70 feet. There is 8 to 10 feet of water at the 90-foot T-head pier. Diesel fuel and freshwater are on the dock, and gasoline can be obtained by truck. Food, lodging, and marine supplies can be obtained in the town. The depth was 6 feet from Woodbine to **Burnt Fort**. Route 252 bridge at Burnt Fort has a clearance of 16 feet.

(175) The mean range of tide is 6.7 feet about 5 miles above the mouth and 3.2 feet at Burnt Fort. The freshet variation at **Waycross**, 142 miles above the mouth, is about 12 feet. There is reported to be no appreciable rise at Woodbine during freshets.

(176) **Cumberland River** enters St. Andrew Sound from southward inside Little Cumberland Island. Its direction is southerly for a distance of 11 miles, where it joins Cumberland Sound. The Intracoastal Waterway follows this route, which is well marked by ranges in the more difficult sections.

(177) **Brickhill River** branches from Cumberland River 5 miles above the mouth and rejoins it at **Cumberland Dividings**. **Floyd Creek** enters Cumberland River from westward 4.5 miles above the north end of Little Cumberland Island, and joins with Satilla River through a cut to form an alternate passage to the Intracoastal Waterway.

(178) **Crooked River** enters Cumberland River from the west 10.6 miles above the mouth. A State park boat landing is at **Elliotts Bluff**, 4.3 miles above the mouth. Local fishing boats tie up at the private piers just above the park. In May 1983, the reported controlling depth was 4 feet to the boat landing.

Table of Selected Chart Notes

Corrected through NM Feb. 24/07
Corrected through LNM Feb. 13/07

HEIGHTS
Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

For Symbols and Abbreviations see Chart No. 1

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

INTRACOASTAL WATERWAY
The project depth from St Simons Sound, GA, to Fort Pierce, FL, is 12 feet.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.842" northward and 0.644" westward to agree with this chart.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Jacksonville, FL	KHB-39	162.550 MHz
Waycross, GA	WXK-75	162.475 MHz
Brunswick, GA	WWH-39	162.425 MHz

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Savannah, Georgia.
Refer to charted regulation section numbers.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

NOTE B
RECOMMENDED WHALE AVOIDANCE PRECAUTIONARY AREA
The precautionary area shown on this chart is RECOMMENDED for use by all vessels traveling within its limits. This precautionary area has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. CAUTION: Full bottom coverage surveys have not been conducted within the precautionary area, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - - -

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙ (Accurate location) ○ (Approximate location)

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Burnt Fort, Satilla River	(30°57'N/81°54'W)	3.5	3.3	0.1
Dover Bluff, Dover Creek	(31°1'N/81°32'W)	7.6	7.2	0.2
Ceylon, Satilla River	(30°58'N/81°39'W)	7.2	6.8	0.2
Cumberland Wharf, Cumberland River	(30°55.8'N/81°28.8'W)	7.4	7.0	0.2
Crooked River, Cumberland Dividings	(30°50.6'N/81°29.2'W)	7.4	7.0	0.2
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://icesendcurrents.noaa.gov .				

(Jan 2007)

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

HEIGHTS
Heights in feet above Mean High Water.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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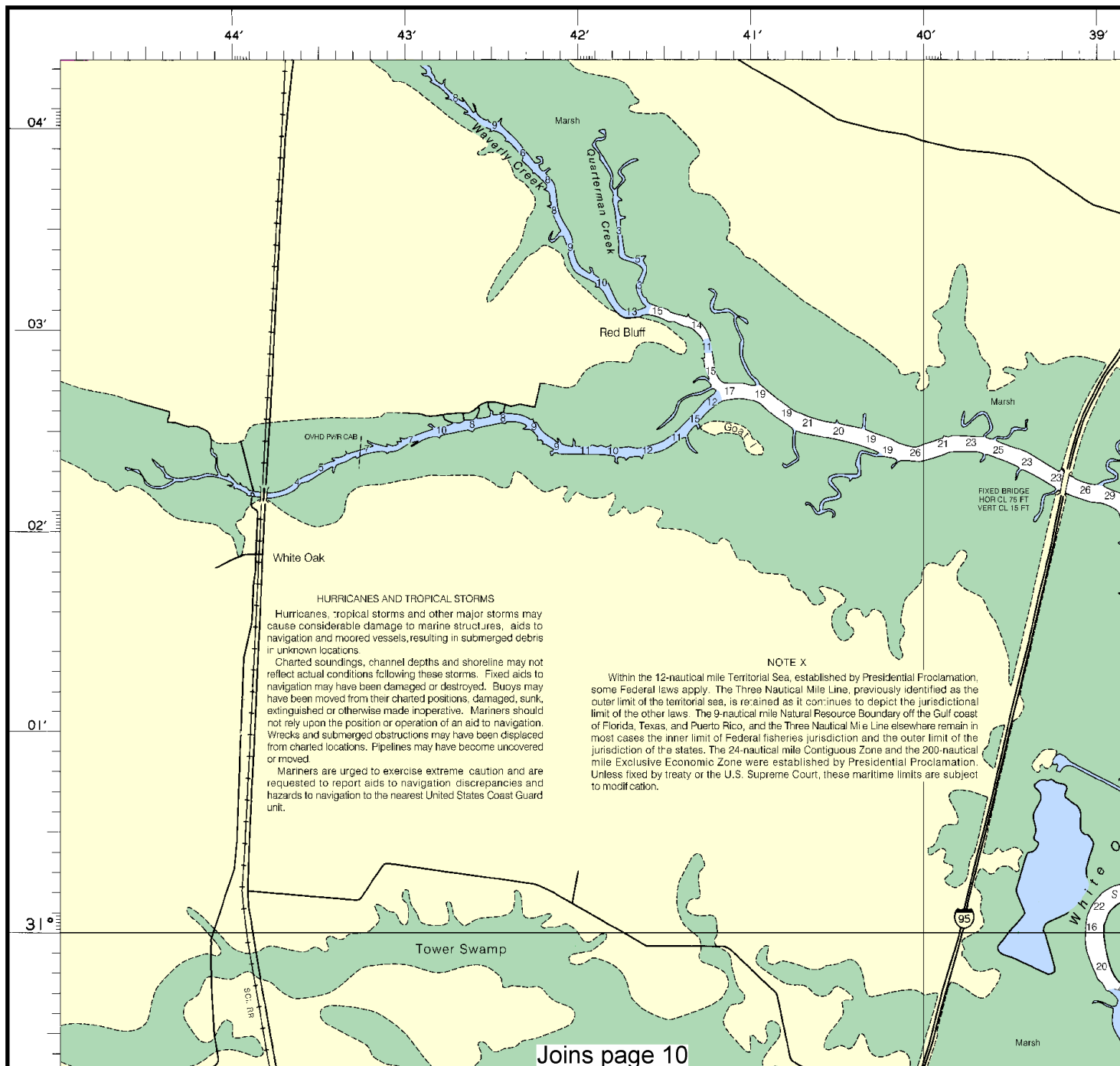
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CAUTION
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COLOR

SOUNDINGS IN FEET

11504



4



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



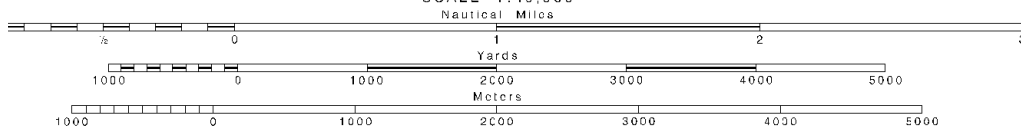
For Symbols and Abbreviations see Chart No. 1

REGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - - -

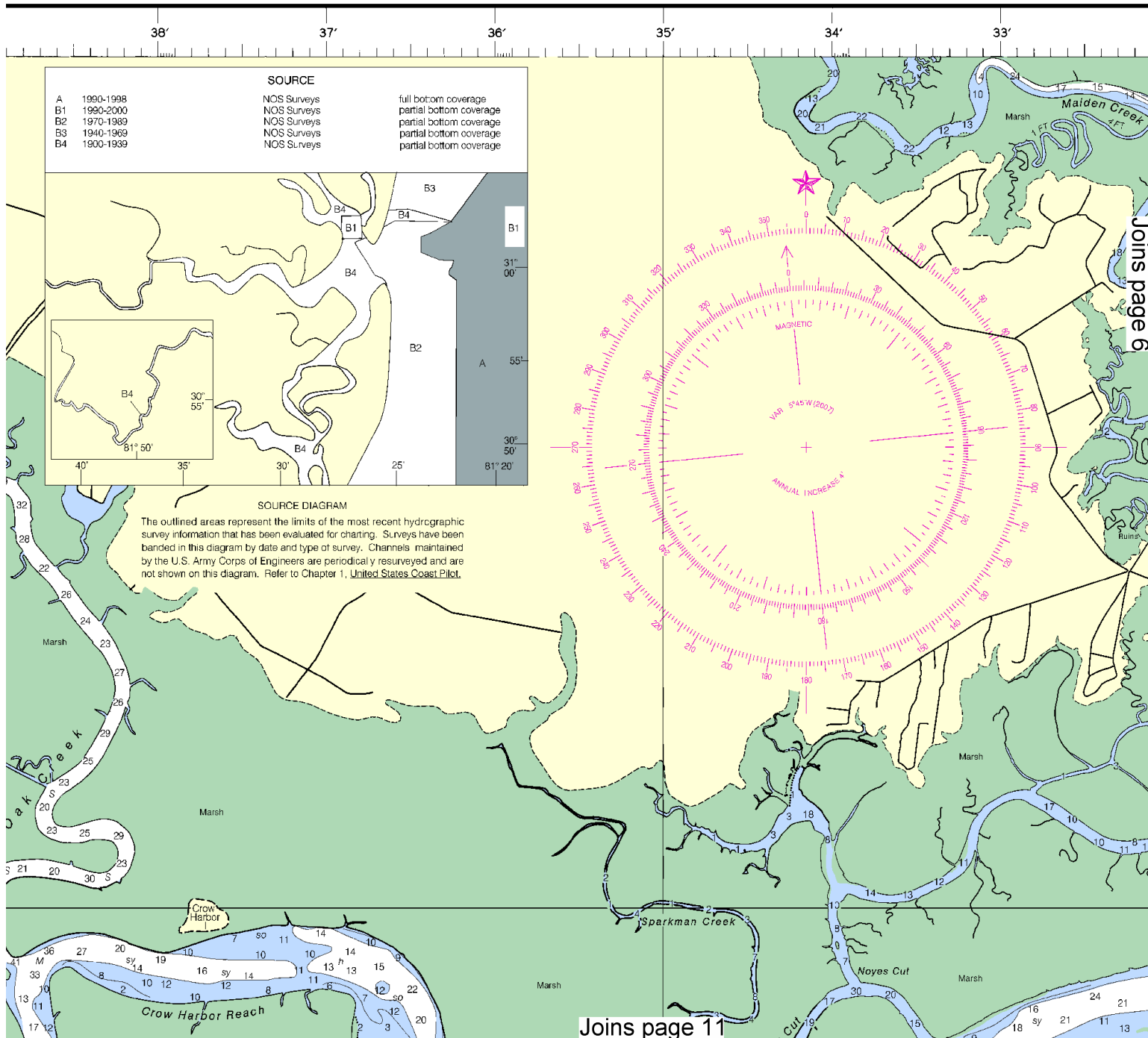
AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SCALE 1:40,000



ST ANDRE



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



THE NATION'S CHARTMAKERS

UNITED STATES -

GEORGIA

ST ANDREW SOUND

Formerly C&GS 448, 1st Ed., June 1972

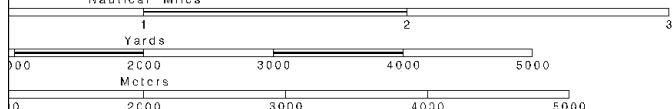
AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

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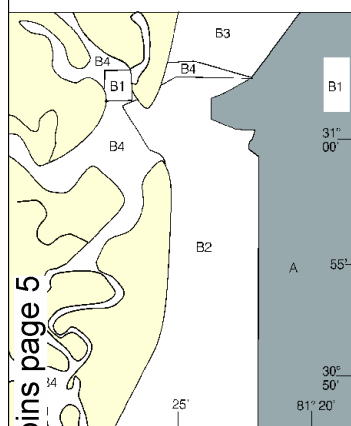
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SOURCE

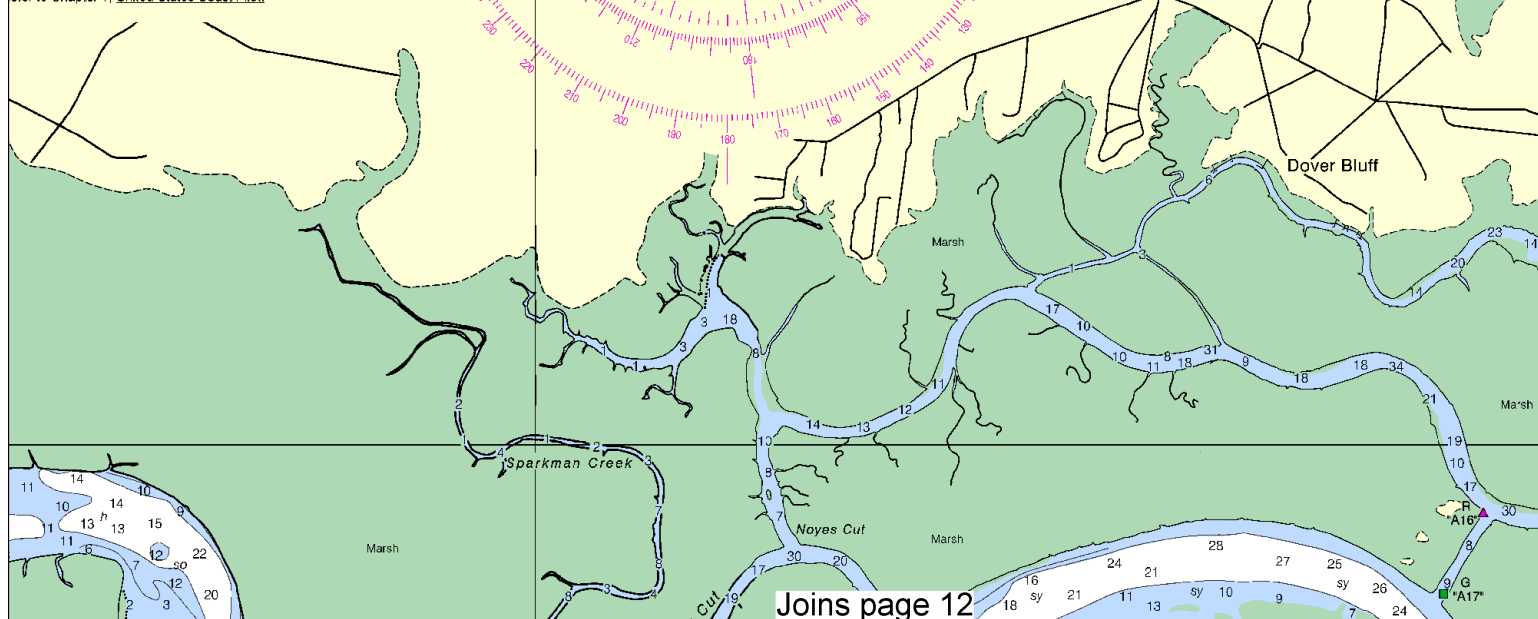
OS Surveys full bottom coverage
OS Surveys partial bottom coverage
OS Surveys partial bottom coverage
OS Surveys partial bottom coverage
OS Surveys partial bottom coverage



Joins page 5

SOURCE DIAGRAM

the limits of the most recent hydrographic survey have been evaluated for charting. Surveys have been made and type of survey. Channels maintained by dredging are periodically resurveyed and are referred to Chapter 1, United States Coast Pilot.



Joins page 12



Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.





MAKER SINCE 1807

- EAST COAST

GIA

AND SATILLA RIVER

ine 1875 KAPP 255

MERCATOR PROJECTION, SCALE 1:40,000 AT 30°58'
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

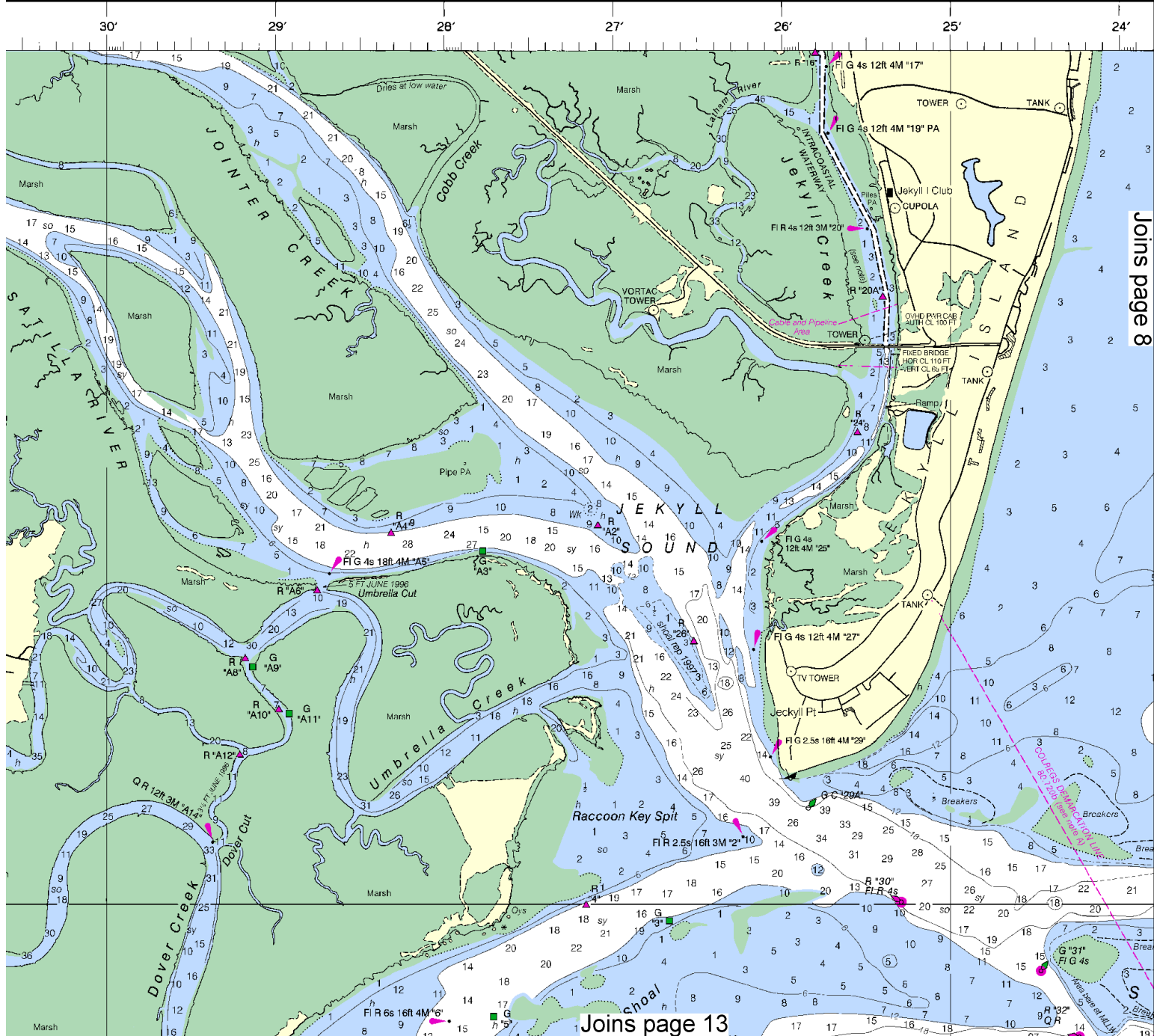
Additional information can be of

TIDAL INF

PLACE	
NAME	(LAT/LC)
Burnt Fort, Satilla River	(30°57'N/
Dover Bluff, Dover Creek	(31°11'N/
Coyton, Satilla River	(30°58'N/
Cumberland Wharf, Cumberland River	(30°55.8'N/31°
Crooked River, Cumberland Dividings	(30°50.6'N/31°
Dashes (---) located in datum columns indicate unavailable tide predictions, and tidal current predictions are available (Jan 2007)	

HORIZONTAL DATUM

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This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

7

MERCATOR PROJECTION, SCALE 1:40,000 AT 30°58'
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

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HORIZONTAL DATUM

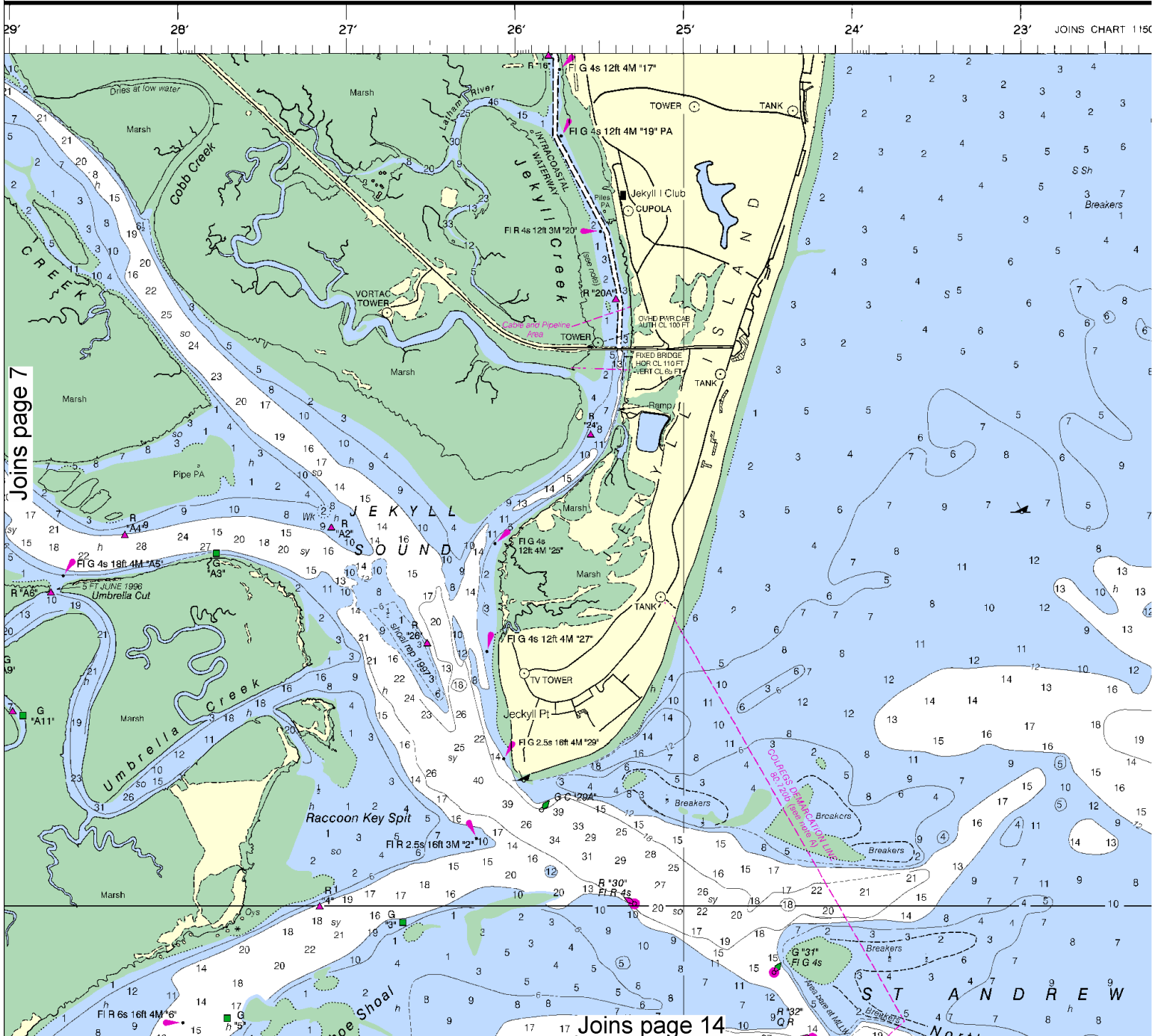
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TIDAL INFORMATION

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A RIVER



8



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



RADAR REFLECTORS

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POLLUTION REPORTS

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NOTE B RECOMMENDED WHALE AVOIDANCE PRECAUTIONARY AREA

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NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Savannah, Georgia. Refer to charted regulation section numbers.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

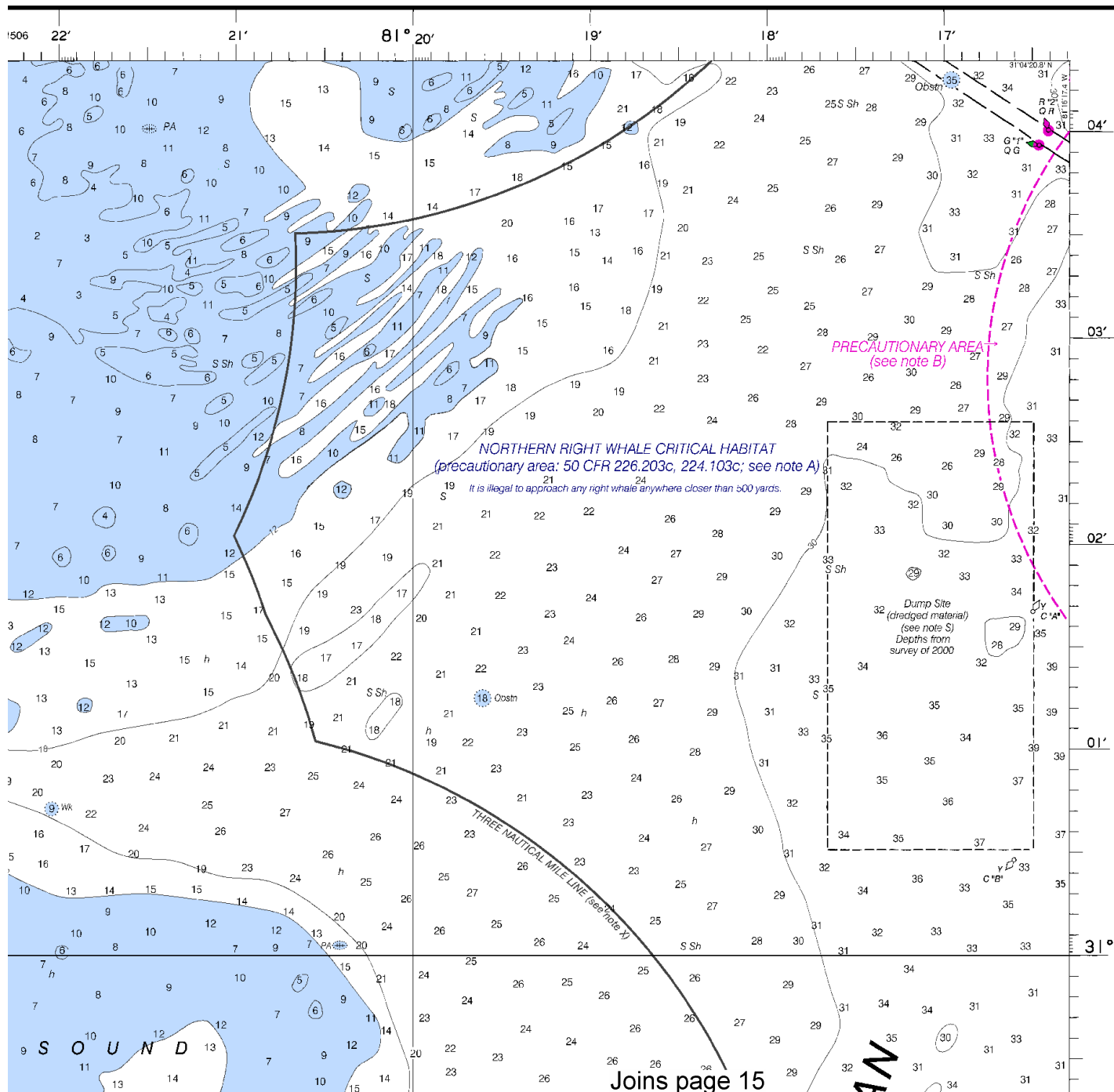
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Station positions are shown thus:

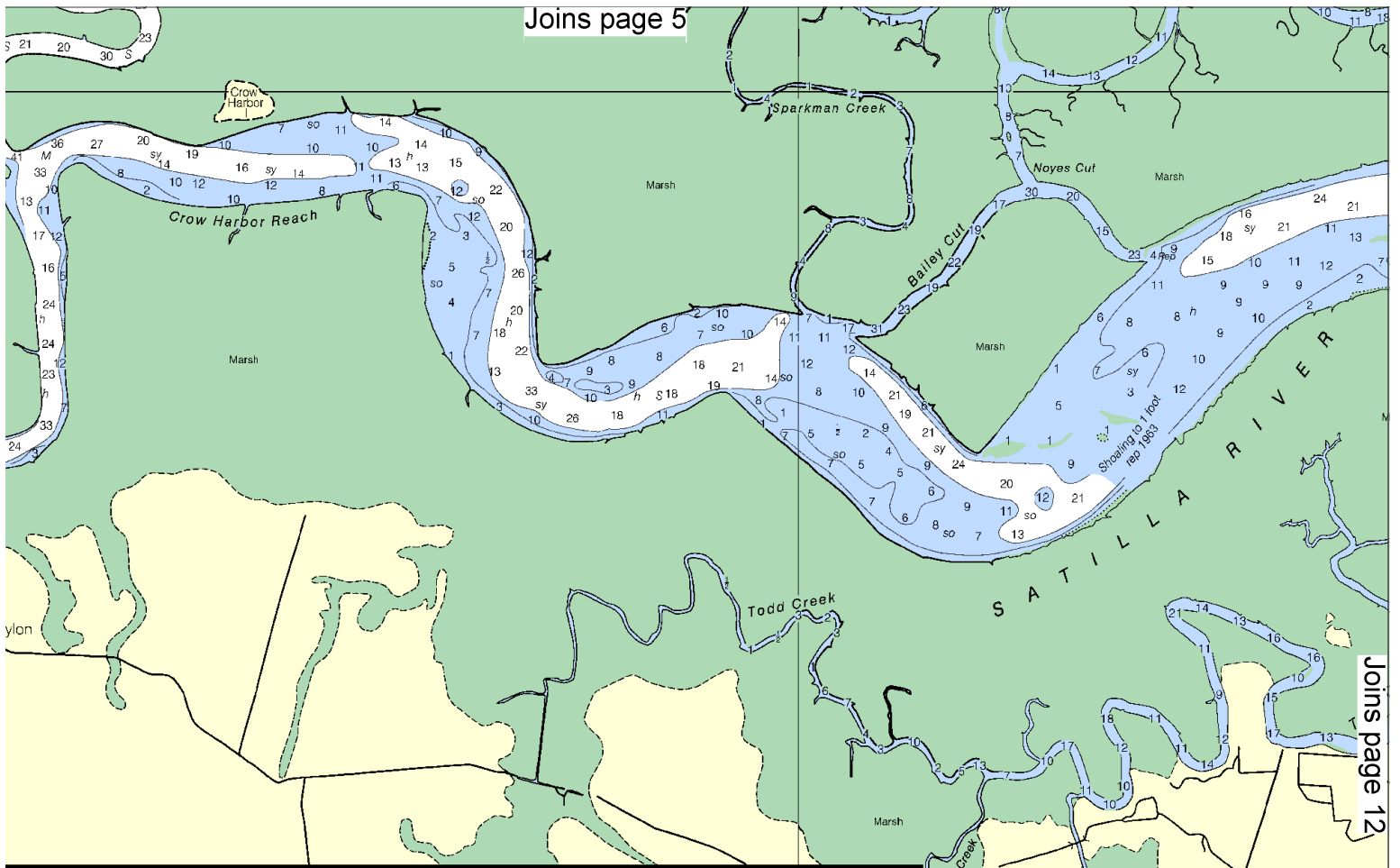
⊙ (Accurate location) ○ (Approximate location)

NOTE S

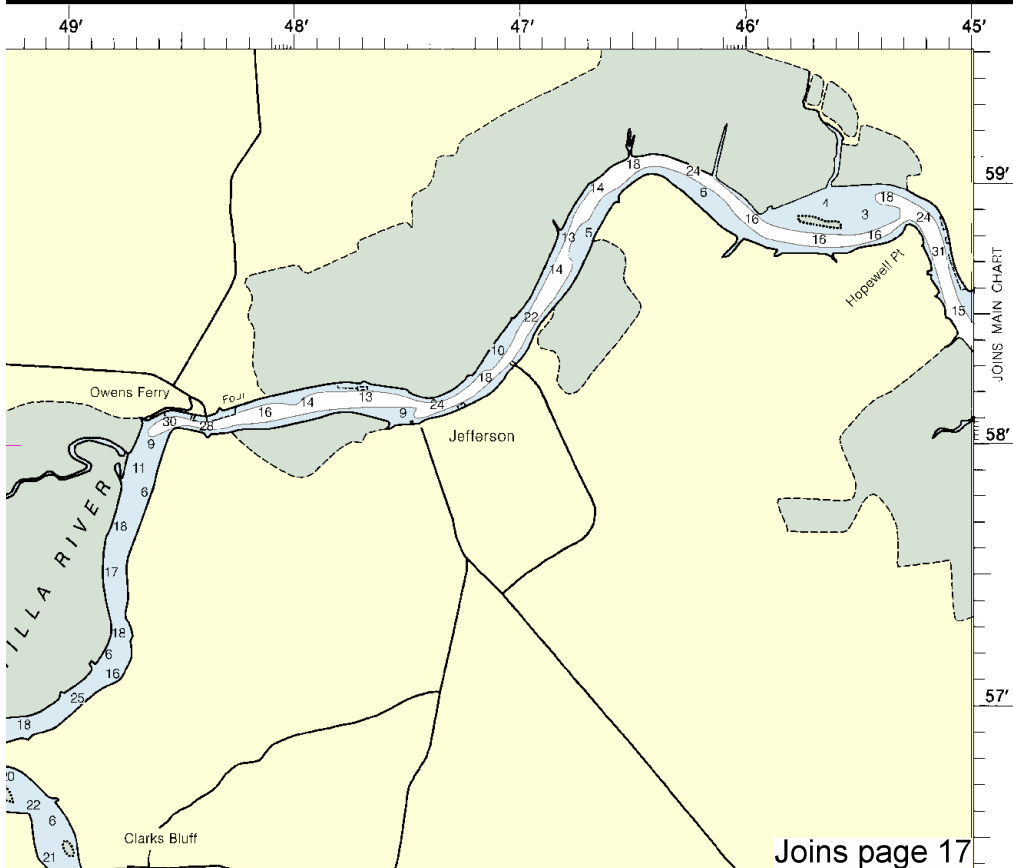
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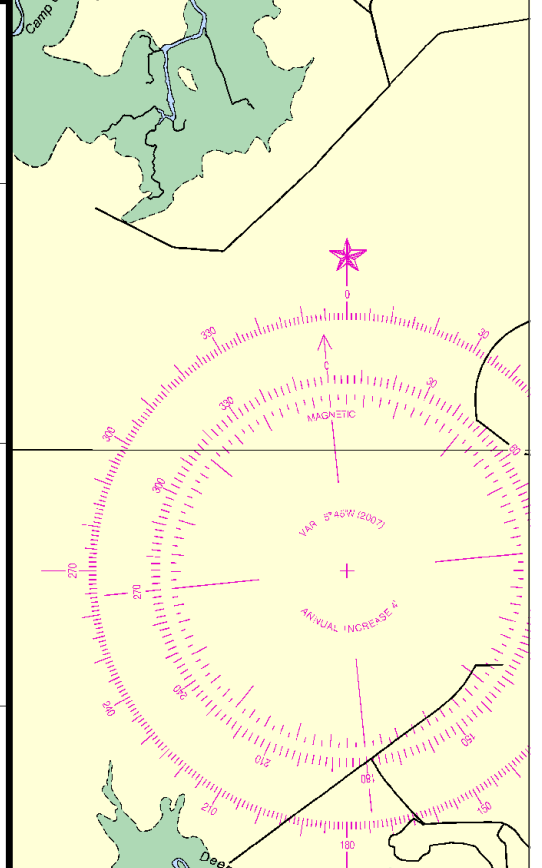
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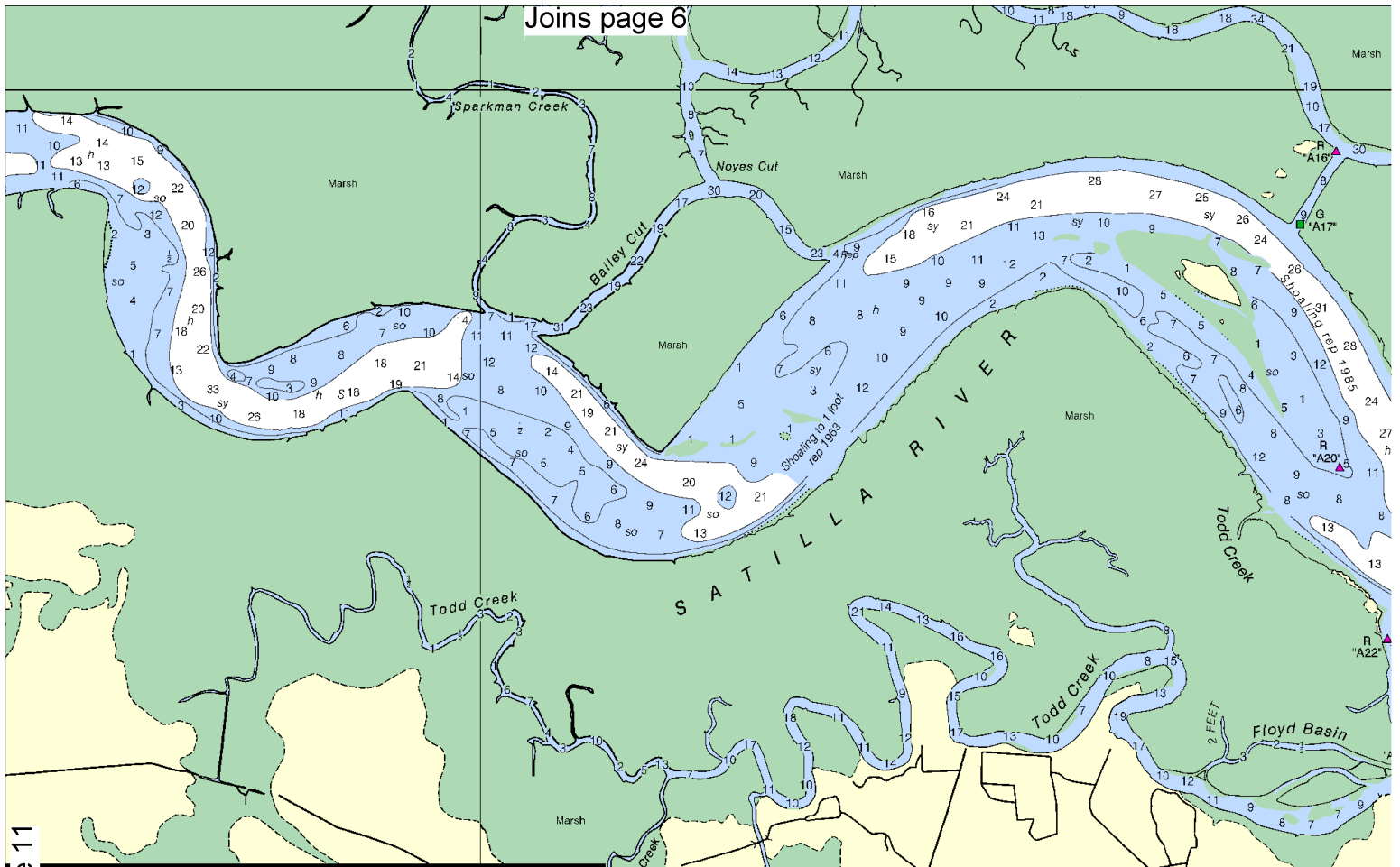
Joins page 12



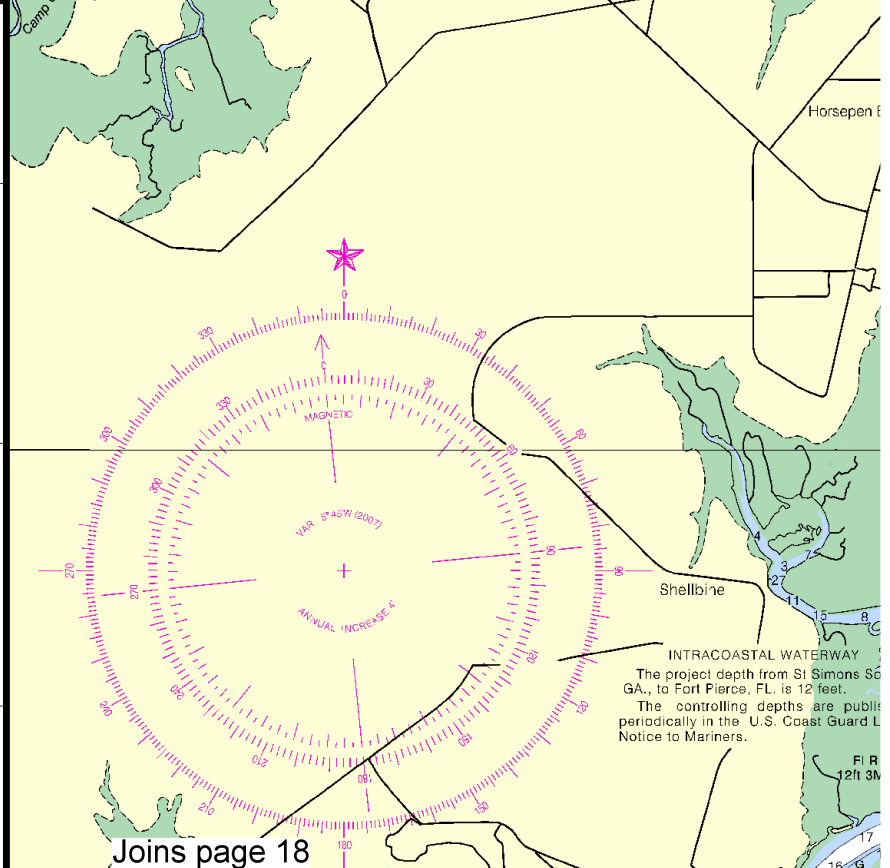
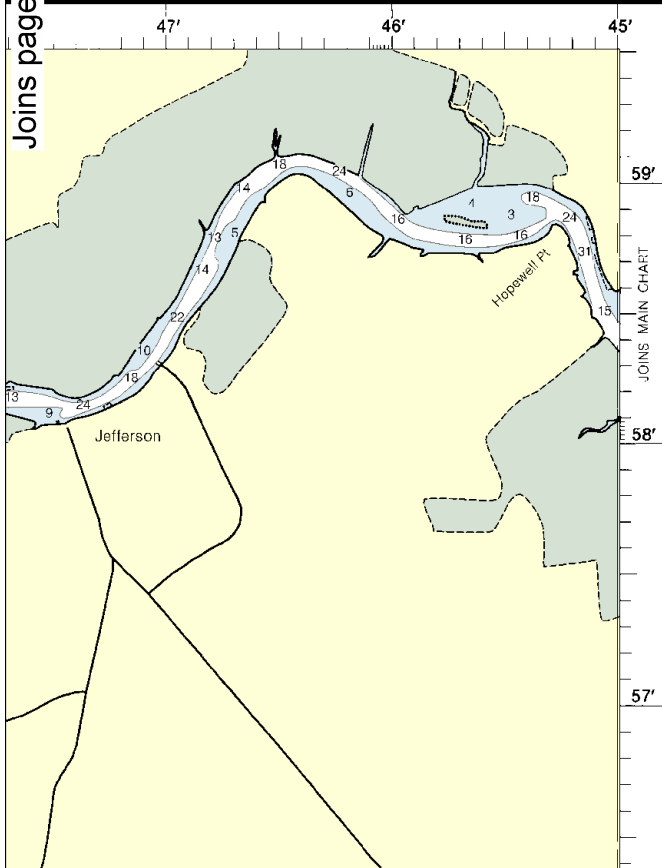
Joins page 17



Joins page 6



Joins page 11



12

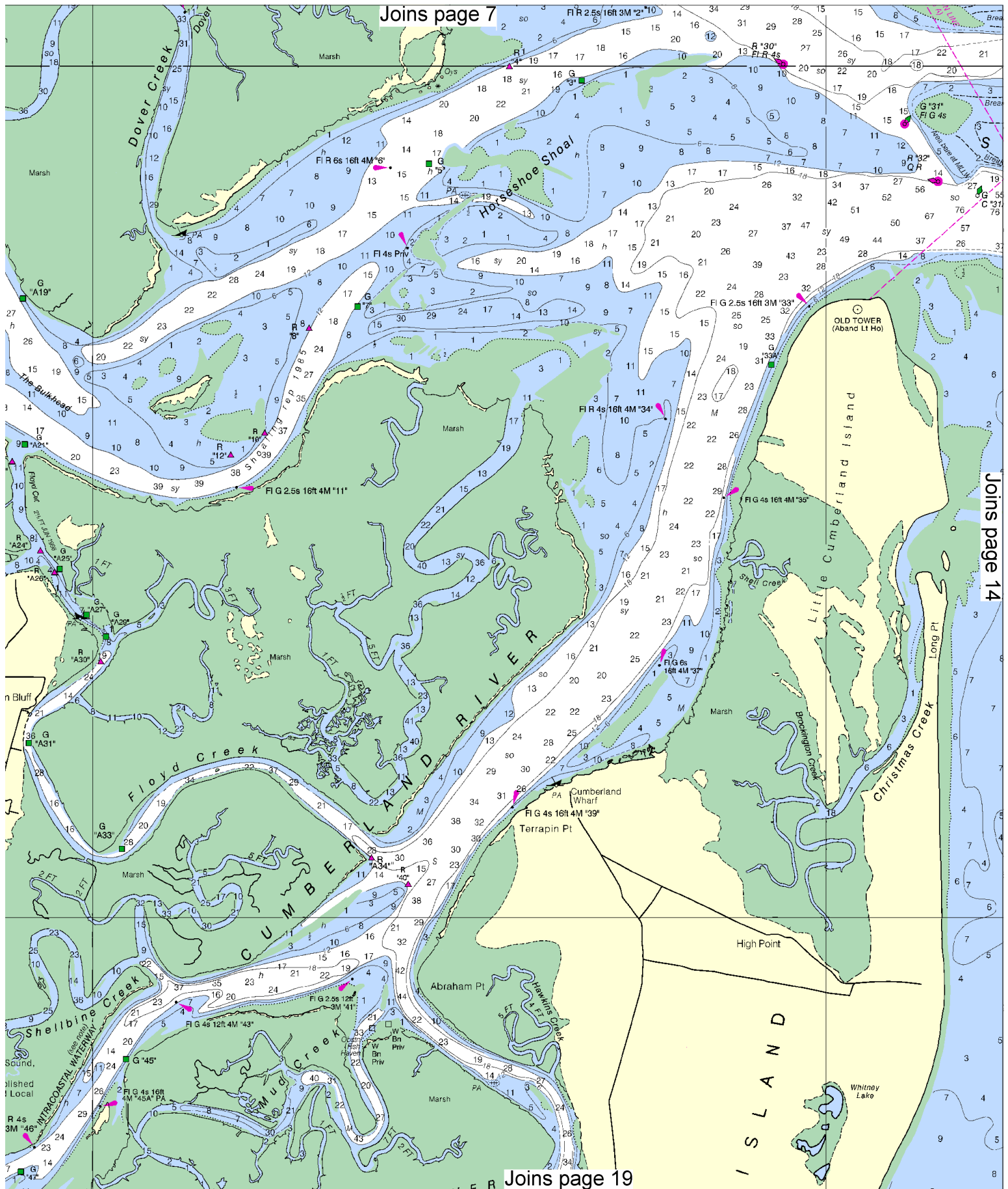


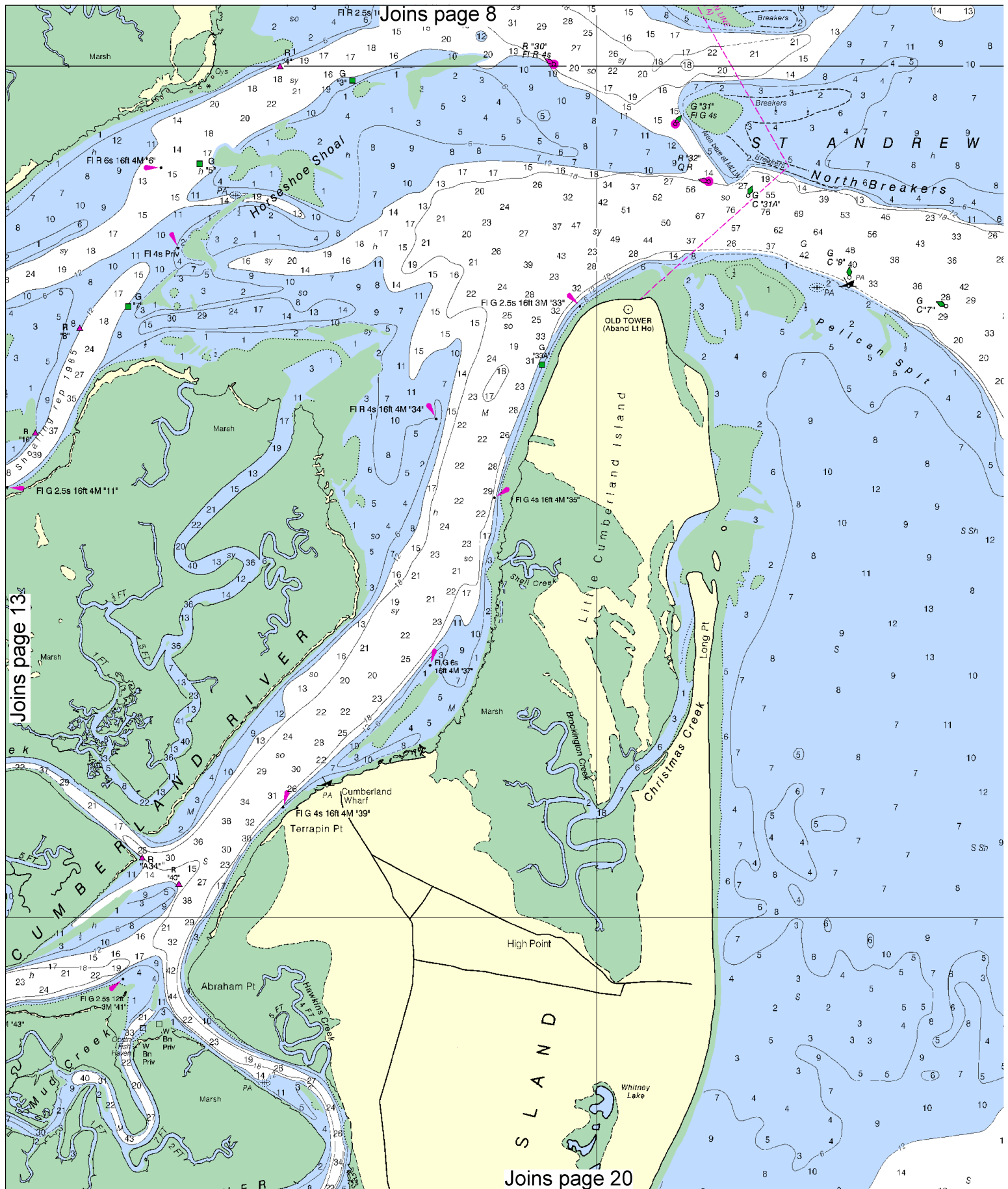
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SCALE 1:40,000
Nautical Miles

See Note on page 5.





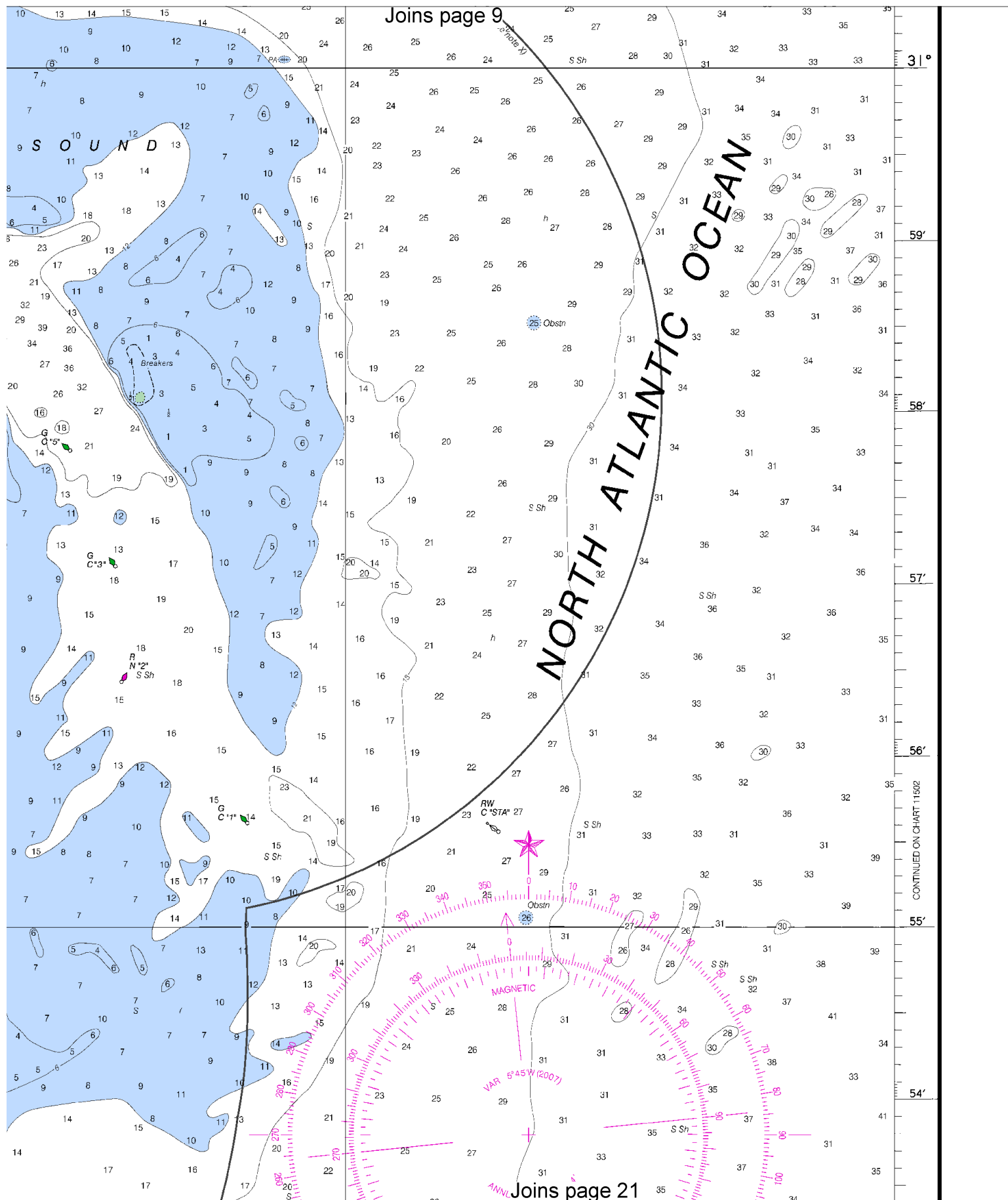


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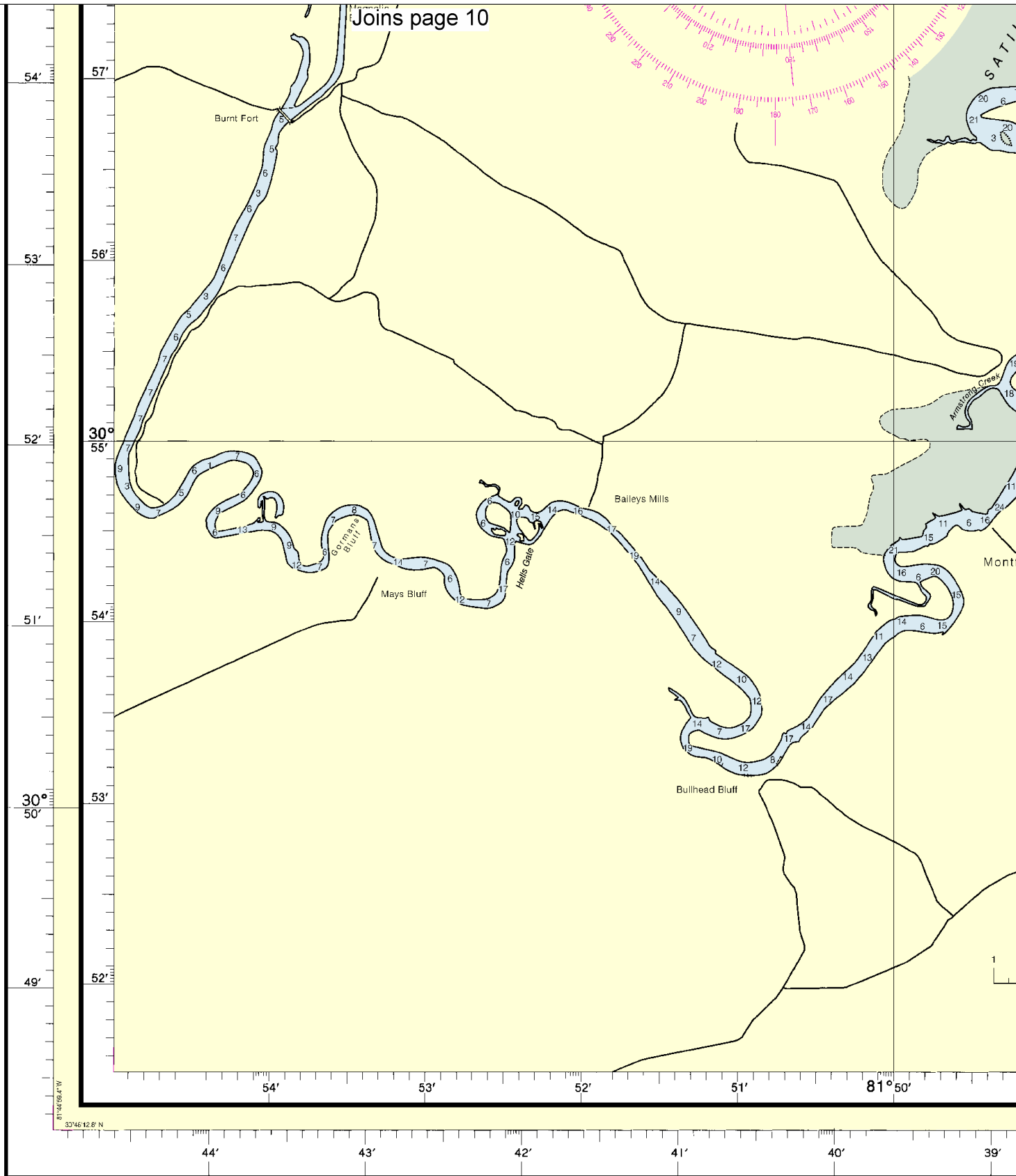
SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 10



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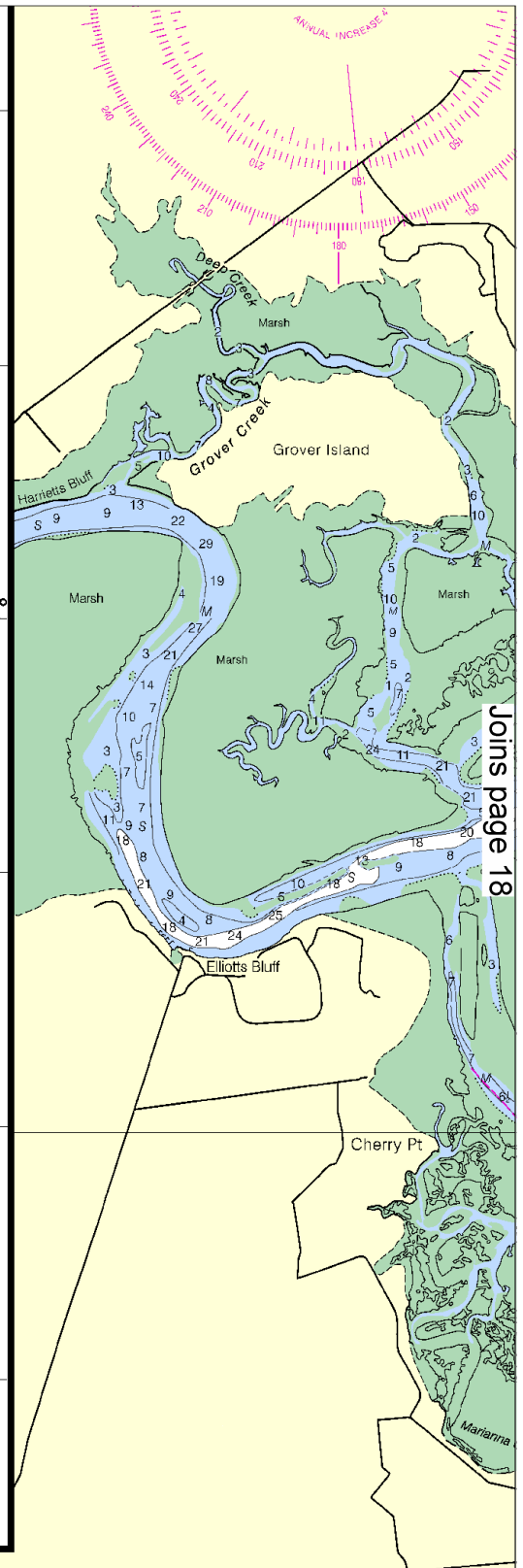
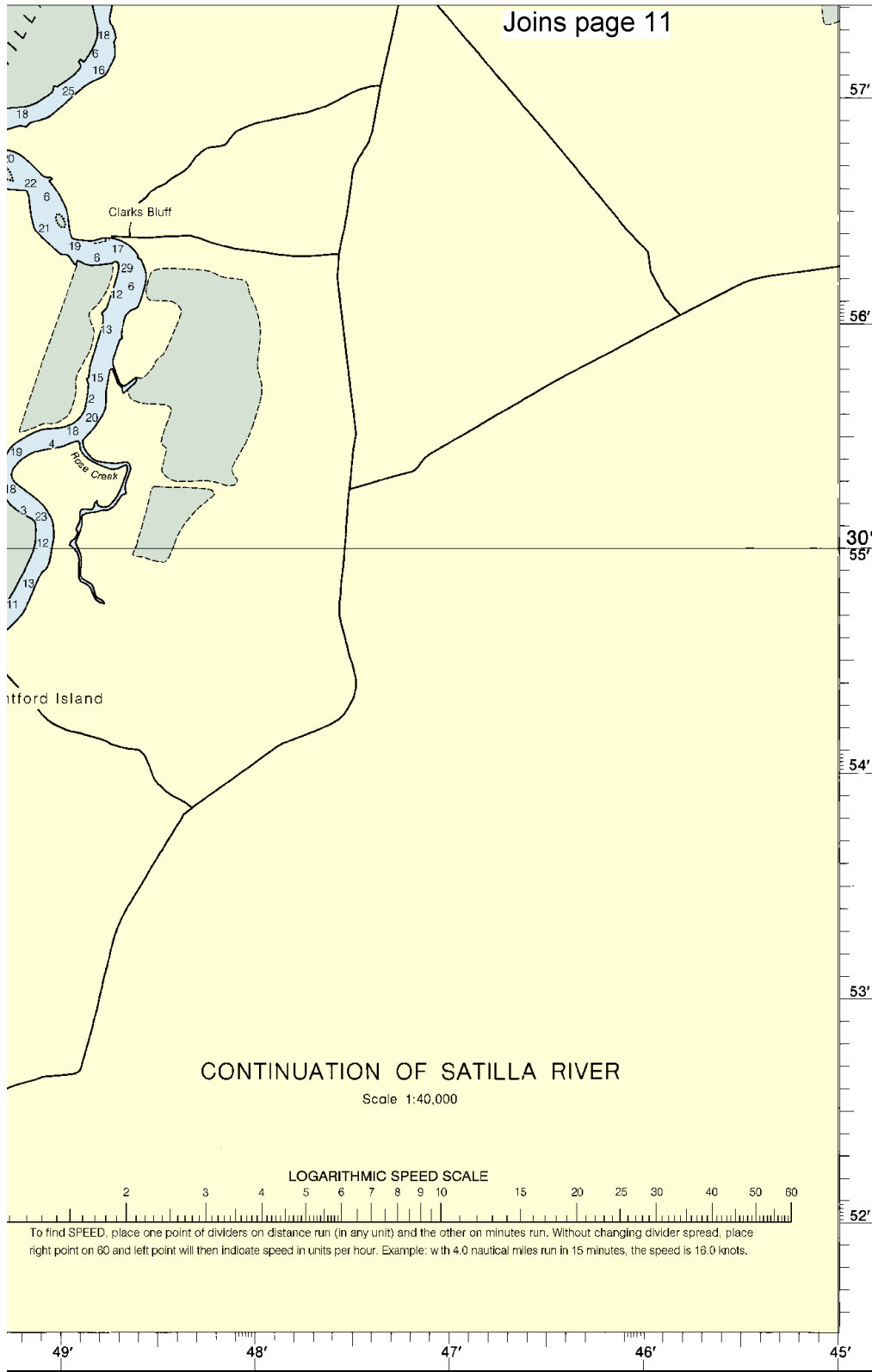


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

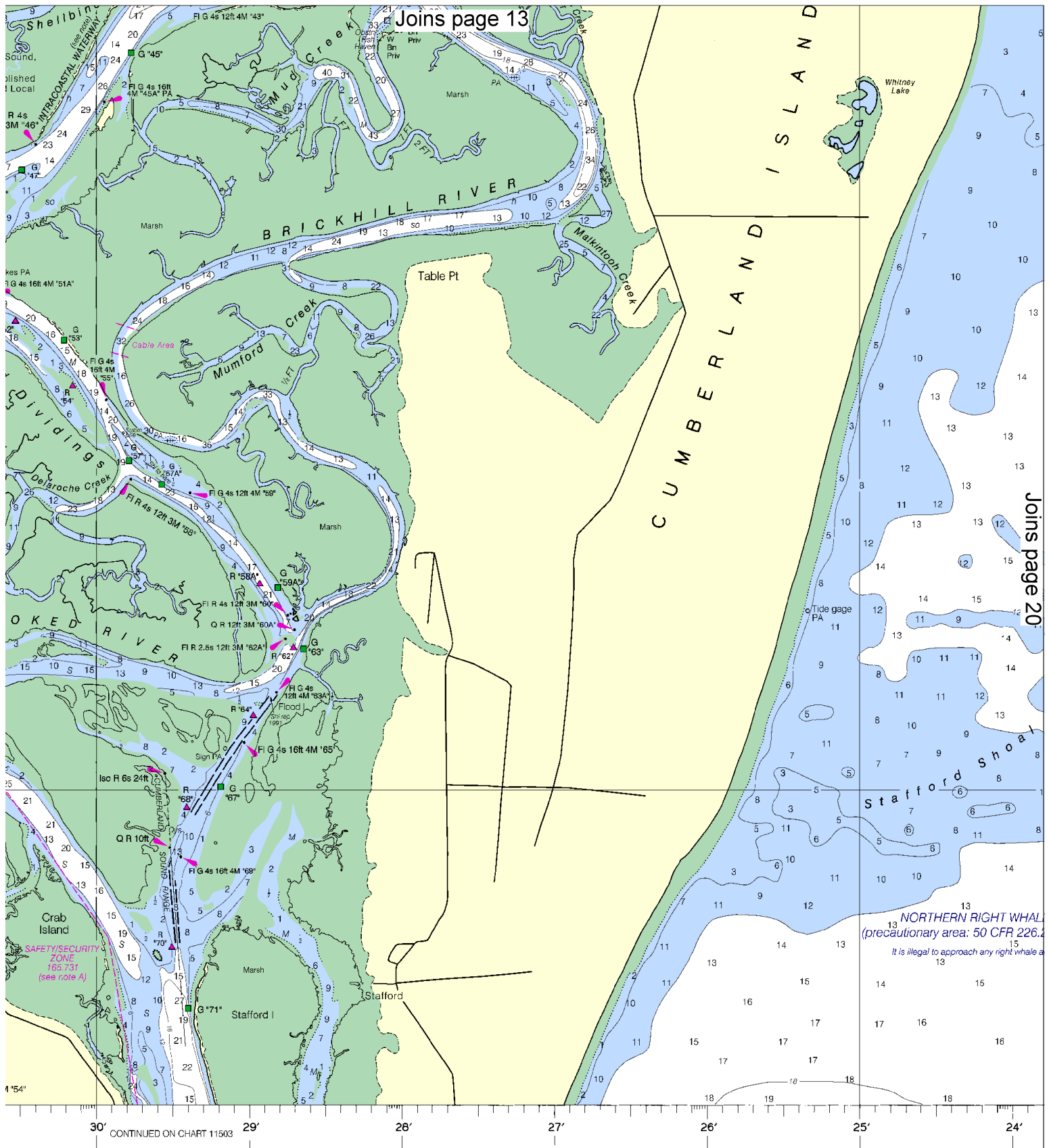




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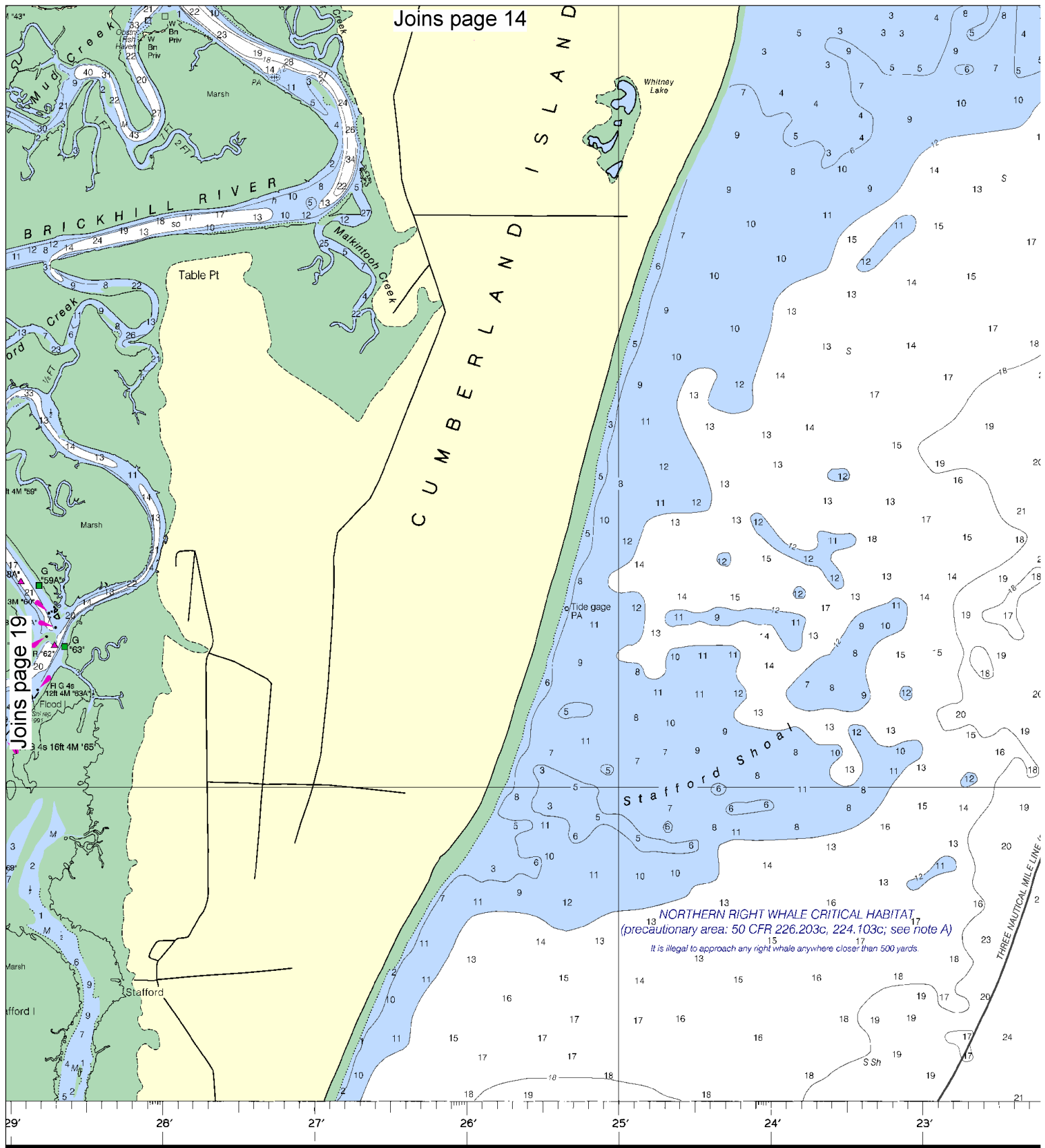
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Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
COAST AND GEODETIC SURVEY

SOUNDINGS IN FATHOMS



Joins page 14

Joins page 19

NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203c; 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.

SOUNDINGS IN FEET

FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3

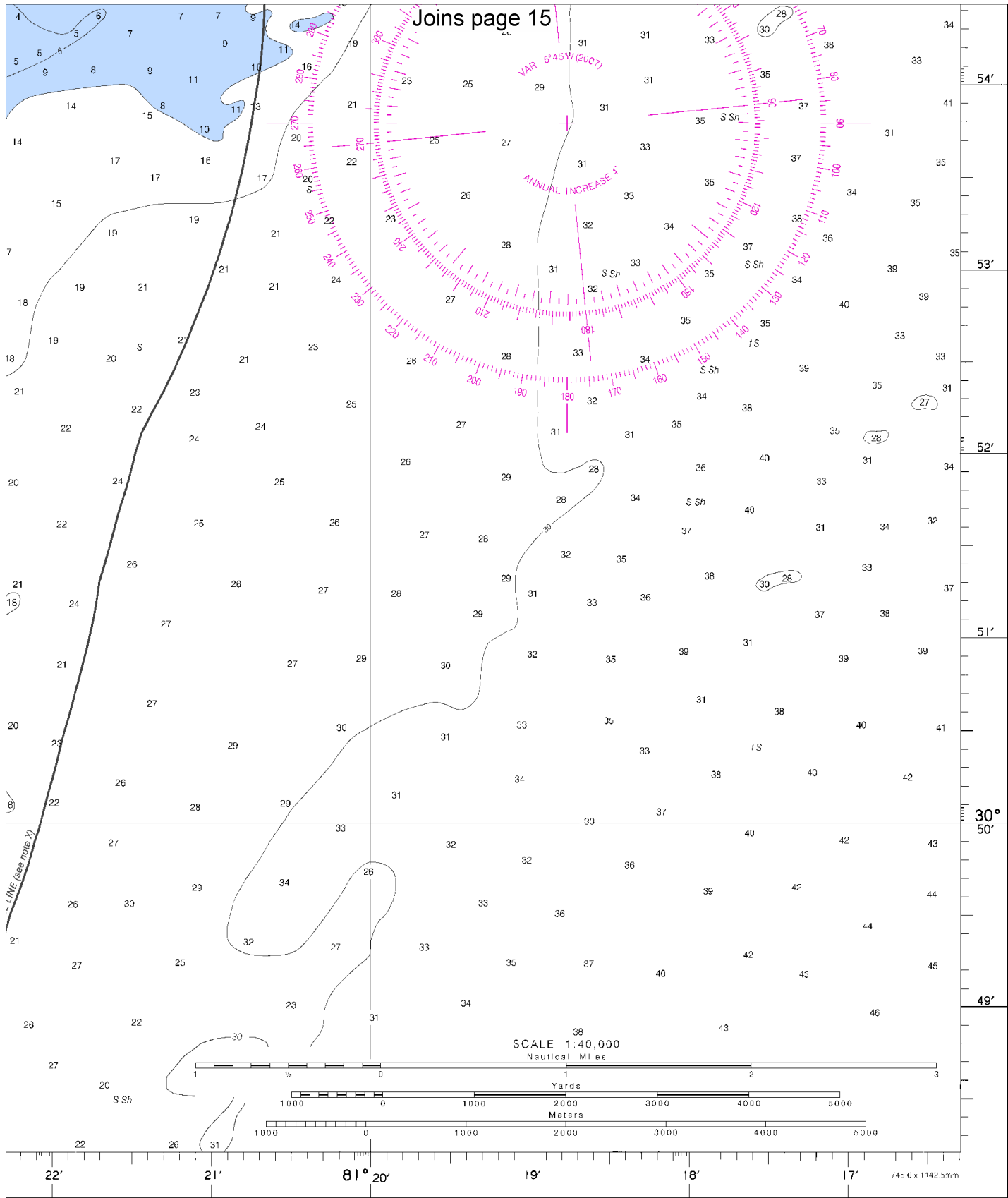


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





ED NO 17



NSN 7642014010261

NGA REFERENCE NO. 11XHA11504

St Andrew Sound and Satilla River
SOUNDINGS IN FEET - SCALE 1:40,000

11504

21

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Brunswick – 912-267-9010

Coast Guard Atlantic Area Cmd – 757-398-6390

GA Dept. of Natural Resources – 800-241-4113

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENC[®]s are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENC[®]s comply with standards of the International Hydrographic Organization. ENC[®]s and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNC[™]s are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNC[™]s comply with standards of the International Hydrographic Organization. RNC[™]s and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.